Scott. II-27—35,000—22-11-

Development (194 3) Department.

Ms SERIES.

G.O. No. 459

Dated 31st March 1943.

[Despatch Abstract.]

Industries - Sericulture -Government Silk Filature Factory Kollegal - Fuel - supply of.

C.F. 32.

Department

From (Name) A. Khaleeli Esq., I.C.S.,

Designation Director of Industries and Commerce,

Station Chepauk, Madras.

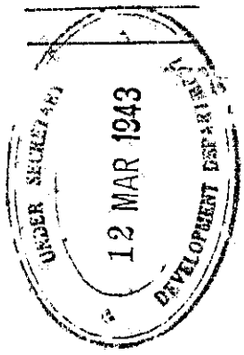
Received ..... Registered .....

To

The Secretary to Government,
Development Department.

Enclosures :

No. 423-D/43 dated 11th March 1943. 194



Sir,

Subject:- Government Silk Filatures, Kollegal - Fuel - Supply of.

During my visit to Kollegal in February, I examined in consultation with the Revenue Divisional Officer and the Sericultural Expert the sources of supply of fuel to the Government Silk Filatures. The new filatures will, it has been estimated, require some 300 tons of fuel a month at the rate of 10 tons a day. Possible sources of supply are two viz., (i) Sivasamudram jaghir forests and (ii) Reserve forest area between Lokkanhalli and Mavathur in the Kollegal Taluk. The jaghir forest which covers 9,000 acres and is estimated to yield some 45,000 tons of fuel, has been considered by the District Forest Officer, Kollegal and the Conservator of Forests, Coimbatore, as the most suitable for fuel working, the forest area between Lokkanhalli and Mavathur being held in reserve to be drawn upon if the jaghir forest scheme does not work out satisfactorily. The jagnir forest was inspected by the Revenue Divisional Officer, District Forest Officer and the Sericultural Expert who have satisfied themselves that a royalty of Rs.2/- per ton should be paid to the jaghirdar instead of Rs.3/- per ton demanded by him. The jaghirdar has accepted this figure and an agreement will be entered into with him at an early date.

2. The forest has to be worked either departmentally or through a contractor. One of the forest contractors has offered to undertake the work of felling and transporting fuel to the filatures at a rate of Rs.10/- per ton which compares favourably with the wholesale rate of Rs.11/- fixed by the Revenue Divisional Officer. A scheme for working the forest departmentally with the help of the Forest Department has been framed by the District Forest Officer, Kollegal and a copy of it is enclosed.

3. The statement below shows the comparative cost of working the forest by these two methods:

	Cost for 300 tons. By Department. Rs.	By Contractor. Rs.
1. Royalty	600 @ Rs.2/- per ton.	600 @ Rs.2/-per ton
2. Cost of cutting and stacking.	450 @ Rs.1/8/- ,,	300 @ Re.1/- ,,
3. Cost of transport	1200 @ Rs.4/- ,,	1425 @ Rs.4/12/- ,,
4. Cost of supervision	142	75 @ As.4/- ,,
5. Cost of shed, water carts etc.	38	..
6. Profit.		600 @ Rs.2/-per ton
Total.	Rs. 2,430/-	Rs. 3,000/-

It will be seen that to work the forest departmentally, it will cost less than to work it through a contractor, even if the difference does not turn out in practice to be as great as Rs.2/- per ton.

4. To work the forest departmentally, the services of a Forester, two guards and 2 watchers will be required. I suggest that the Chief Conservator of Forests be asked to depute this staff for a period of one year in the first instance and direct them to report themselves for duty to the Sericultural Expert at Kollegal, as early as possible.

Director of Industries & Commerce.

MVS/

Copy of letter dated the 30th December 1942 from the District Forest Officer, Kollegal, to the Sericultural Expert, Kollegal.

The scheme of working the area for supply of fuel will be as follows:-

(a) Staff required - 1 Forester) Men who have previous experien
2 Forest Guards) of Forest Department preferabl
2 Watchers) or else local people may be employed.

Forester will have to supervise the working, maintain accounts for fuel and cash payments etc., and cash book and issue way permits to cartmen. The two Guards are necessary for recruiting of coolies for fellings and stackings etc., and for obtaining carts for transport and for supervising loading and extraction. The two watchers will be required to escort the carts alternately and to be on the spot (i.e., to live in sheds to be put up in the area) to watch the fuel stocks from theft and fire.

(b) Working cost for supply of fuel, 300 tons per month.

	Rs.	As.	Ps.	Rs.	As.	P.
(1) Pay of the Forester (Average)	36	0	0			
Special pay	9	0	0			
Fixed travelling allowance	13	2	0			
War allowance	4	0	0	62	2	0
(2) Pay of 2 Forest Guards (Average) Rs.18/12/- each	37	8	0			
War allowance @ Rs.4/-	8	0	0			
Special allowance @ Rs.3/-	6	0	0	51	8	0
(3) Pay of 2 Watchers @ Rs.10/- each.	20	0	0			
War allowance @ Rs.4/-	8	0	0	28	0	0
(4) Royalty to Jaghirdar @ Rs.2/- per ton for 300 tons.	600	0	0	600	0	0
(5) Cost of cutting and stacking @ Rs.1/8/- per ton	450	0	0	450	0	0
(6) Transport to Kollegal @ Rs.4/- per ton	1,200	0	0	1,200	0	0
				2,391	10	0
(7) Cost of shed (Rs.150/-) which can last for one year	12	8	0			
(8) Cost of water carts each car Rs.75/- i.e., Rs.150/-	12	8	0			
(9) Unforeseen expenses and contingencies ...	13	6	0	38	6	0
				2,430	0	0
ater carts necessary for supply f.water to the coolies etc.			or	8	0	0
				per ton approximately.		

Thus the cost of supply is estimated to Rs.8/- per ton as per above calculation. No provision is made for Supervisors from Silk Filatures as they do not seem necessary. Only the pay of the Clerk who takes delivery of the firewood has to be taken into account.

Endt. no. 4463-[illegible]43-1 dt 16.3.43.

Referred to the CCF. for immediate remarks,

, the CCF.

W.G.Dyson Esq.,
Chief Conservator of
Forests, Madras.

The Secretary to Governme
Development Department,
Chetput, Madras.

20 MAR 1943

DEVELOPMENT DEP

Dated 19th March 1943.

51

Sir,

Subject: Government Silk Filatures, Kollegal - Fuel supply

Ref. Government, Development Department's Endorsement No.4463-SC/43-1, dated 16th March 1943.

P 2 above

I consider that contract working would be very much preferable. Departmental working under a forester in Jagh forests would be sure to lead to friction and the small savings shown are problematical.

19.3.43.

Chief Conservator of Fore
Madras.

19.3.43

D.O.No.777-D/42.

Director of Industries and Commerce, Chepauk, Madras,
Dated, 23rd March 1943.

5702

My dear Sivasankar,

Sub: Government Silk Filatures Kollegal - Supply of.

Ref: My letter No.423 D/43 dated 11th March 1943.

I enclose a copy of letter No.2571-43 E dated 15th March 1943 received from the Chief Conservator of Forests. I do not know the reasons why he considers it far better to work the Sivasamudram Jaghir Forest through a Contractor than departmentally.

Yours Sincerely,

To
T.Sivasankar Esq.,I.C.S.,
Additional Secretary to Government,
Development Department,
Madras.

P.T.O.

Copy of letter No.2571-43E
dated 15th March 1943 ~~xxx~~
from the Chief Conservator
Forests, Madras.

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Ref: Your letter No.423-D/43 dated 11th
March 1943 re: Government Silk
Filatures, Kollegal - Fuel -Supply
of.

I consider that it would be far better to work through a contractor.

If, however, you still wish to arrange the fuel supply yourself please obtain Government's sanction for the forest staff you require.

C.F. 16.

Dev. Dept

DRAFT FOR APPROVAL.

	Date.	Initials.
When received for fair copying ..		
When copied ..	1/4.	
When examined..		
When signed ..		
When despatched.		

SUBJECT:— Industries - Sericulture - Govt. Silk Reeling Factory at Kollegal - Fuel - supply of.

READ AGAIN _____, dated _____

" " _____ " _____ 19____

READ *ALSO*:—

No. 4463 Sy/43 From the Dfse, No. 4233 D/43 dated 11.3. 1943

" _____ " C.C.F " Nil " 19.3 1943

" _____ " _____ " _____ " _____ 19____

Order / ~~Resolution~~ ~~Rout.~~ Ms. No. 457, dated 31-3-1943

3 cys

A

The Govt agree with the C.C.F that the working of the Sivasamudram Jaghir forests through a forest contractor for the supply of the fuel required by the Govt Silk Reeling Factory at Kollegal would be preferable to undertaking the work with a special departmental staff. Sanction is accorded to incurring an expenditure not exceeding Rs 36,000/- per annum for working the Jaghir forests through a reliable forest contractor and the details of estimated expenditure furnished by the Dfse are given in the annexure to this order. The Dfse is requested to select a suitable Contractor in consultation with the Conservator of Forests, Cimbatore and arrange for regular the supply of fuel as soon as the Factory Commences working. The expenditure is debitable to the Working Expenses of the Silk Reeling Factory, Kollegal.

Govt approve expenditures being incurred to the extent necessary within the limits

which is ultimately recoverable from the Govt of ...
price charged for Silica supplied to the Govt of India.
Necessary provision has been made in the
Budget Estimates for 1943-44 for the funds
required for working expenses of the factory.

Annexure

To the D I & C

Details of Expenditure for 300 tons per month .. C. C. F.

1. Royalty @ Rs 2/- per ton Rs 600. .. Actg. Chief Engr
2. Cost of Cutting & Stacking @ Re 1/- per ton Rs 300. Copy to S F.
3. Cost of transport @ Rs 4/12 per ton Rs 1425
4. Cost of Supervision @ as 4/ per ton Rs 75
5. ~~Cost of Stock, Water Cess etc.~~ Margin of profit @ Rs 2/- per ton Rs 600

Rs 3000 per month

ie Rs 36000 per annum.

22343 24/3/43

Please see the views of the c.c.f at
3 ante. It seems desirable to get the Supply through
Contractor. Subject to orders, a draft order is submitted
approval. It may be sent to the Chief Engr. Dept for
acceptance.

22343 Ad. Sec. 24/3/43

Director (Chemical - V. Ufford)

1. V. Ufford

Finance (Works) Dy no 4463 SK/3.2
22.3.43

If the scheme is worked departmentally, there
will be a saving in cost to the extent of Rs 6252/-
per annum. The Chief Conservator's opinion is that this saving
is problematical as departmental working would be
sure to lead to friction and that Contract working is

22 MAR 1943 D C F

7825 Acct B

preferable. Vis against this, it may be stated that the scheme of departmental working was prepared by the D.F. Kollegal whose view as also that of the Conservator of Forest Coimbatore is that if the jaghir forest scheme does not work out satisfactorily, the forest area between Lokkanha and Mavathur may be utilised. The latter area belongs to Govt and departmental working would probably present no difficulties. In the circumstances and in view of the financial advantage involved, this dept may suggest in the Govt's instance that departmental working may be resorted to for a period of one year as proposed by the Dir. of I&C. It may also be suggested that the agreement that has to be entered into with the jaghirdar may be so conditioned as to guard against financial loss to Govt through obstructive tactics or other difficulties being caused by him or his agents. For orders

2 Regarding funds, please see para 2 of draft Order. Though the cost of staff to be employed will exceed Rs 5000 pa., as the expenditure is incidental to the working of the factory, the expenditure need not be treated as on a "new service".

Prop: E.I
P-L 25.3.43 24.3.43
S. Dno
Dr:

The C-C's view on page 3 c/f- the draft order may be accepted.
25-3-43 (A slight change shown in pencil is suggested.
Dno
Dept. 25-3-43

ui no 782 Sector B / pp 5-6 c/f

[From the Dir&c, Do No 777 D/42 d 23.3.43]

UNDER SECRETARY
23 MAR 1943
DEVELOPMENT DEPARTMENT
679

To Undersecretary,

Please see the further Communication at pp 5-6 c/f, from the Dir& the C.C.F's report at p 3 c/f. gives the reasons for holding that departmental working

of the Jaghir Forces for fuel will not be advantageous. In the draft order at Pp 1-2 above, it is proposed to agree with the C.C.P's views in the matter. Secretariat have also accepted this dept's opinion. For orders when in the light of D/Sec's letter at Pp 5-6 cf., the D/Sec will be informed of C.C.P's views before issuing the order.

27.3.43

We may accept C.C.P's view. J.S. 27/3/43

27.3.43 J.S. 27/3/43

C: 27.3.43
R 30.3.43

To Addl under Secy.

The draft order at Pp 1-2 above may now issue, as amended.

31.3.43

[Issued as GOI No 459 dtd 31-3-43]

V2 This Secy's Autograph — vide [illegible] above

- C.F. 32 (a).

Industries and Commerce Department

Received ..... Registered 10569 D1/4

From (Name) A. Khaleeli Esq., I.C.S., To

Designation Director of Industries and Commerce,

Station Madras.

The Addl. Secretary to Government,
Development Department,
Madras.

ADDITIONAL UNDER-SECRETARY TO GOVERNMENT
18 MAY 1943
DEVELOPMENT DEPARTMENT

Enclosures:

No. 1092-D/43 dated 15th May 194 3

Sir,

Sub: Government Silk Filatures, Kollegal - Fuel - Transport of - Lorries.

Ad S.

The Government Silk Filatures need 10 tons of fuel a day. To transport it a fleet of 30 bullock carts is required. Experience already gained in the working of the Kollegal Silk Filatures has shown that it is dangerous to rely on the availability of bullock power to this extent all the year round: Nor is transport by bullock carts either cheap or expeditious. The Sericultural Expert and the Deputy Director of Textiles in charge of the Kollegal Silk Filatures have for some time been stressing the necessity for the purchase of lorries. Mr. Chou, the General Manager of the Government Silk Filatures, reports that fuel contractors, with whom he has been in contact through the good offices of the Revenue Divisional Officer and the District Forest Officer, have expressed difficulty in making arrangements for transport of fuel to the filatures without lorries. He has suggested that two lorries be purchased at the cost of the Government Silk Filatures

to ensure continuous and steady supply of fuel to feed the boilers. The lorries may be hired out to contractors for transport of fuel to both the filatures. They could also be used for transporting cocoons from distant villages.

2. I agree that two lorries are absolutely necessary for the proper functioning of the filatures. Sanction may be accorded for their acquisition, the cost being debite to the capital account of the Government Silk Filatures.

AKhaleli

Director of Industries and Commerce.

A.N.-15-5.

Dev Dept

T.M

To The Dire.

Sub: Govt Silk Filatures Factory Kollegal - Purchase of lorries.

Ref: Your letter No 1092 D/43 dt 15.5.43.

Please depute the approximate Cost involved in purchasing two lorries for the filatures and the recurring cost in maintaining them and the financial implications of your proposal

22/5/43.

Issued 22/5/43

Rec. 21/5/43

Ans 22/5/43

20.5.43 21.5.43

113

No.1092-D/43. Office of the Director of Industries and Commerce, Madras, dated 25th May 1943.

From

A.Khaleeli Esq., I.C.S.,
Director of Industries and Commerce,

To

The Additional Secretary to Government,
Development Department.

ADDITIONAL UNDER SECRETARY TO GOVERNMENT
DEVELOPMENT DEPARTMENT
I-357
MAY 1943

Sir,

Subject: Government Silk Filatures, Kollegal - Fuel transport of - Lorries.

Reference: Under Secretary's telephone message dated 22-5-43.

If a lorry is purchased through the good offices of the Provincial Transport Controller or is requisitioned under the Defence of India Rules, it may cost anywhere between Rs.6000 to Rs.7500. The cost of two lorries may therefore be taken approximately as Rs.15,000.

As regards the recurring expenditure I can now give only a rough estimate of expenditure as it is difficult guess with accuracy the uses to which the lorries will be put to. However I enclose a statement and according to th the total approximate recurring expenditure per month is expected to be about Rs.800.

Very early orders of Government are requested in the matter.

Director of Industries and Commerce.

G.M.26.5.

Recurring Expenditure.

Cost of 200 gallons of Petrol per month for both the lorries ...	Rs.	400.
Cost of lubricating oil grease etc. per month for both the lorries		200.
Pay of 2 drivers at Rs.40 per month per driver		80.
Pay of 2 cleaners at Rs.15 per month per cleaner		30.
Maintenance of wear and tear and other expenses (average)		90.
	Rs.	800 per month

or Rs.9,600 per annum.

Pl dft

Memo No 10569~~1~~/43-I d. 31.5.43.

Sub: Industries Sericulture - Govt Silk Reeling Factory, Kollegal - Fuel Supply - Transport by lorries

Pp 1-2 cy
3-5 cy

Ref from the DZBe No 1092D/43 d 15.5.43 & 25.5.43.

The Govt ~~direct that the system of transport of fuel by bullock carts may be continued for the present. They~~ consider that, though lorries may be more convenient, this is not the time to change over to lorries, if it can be helped. The wear on tyres would be considerable & the

Ist Addl Secy's note at A on p 5 ante.

lorries are to be used every day for transporting
fuel from the forests. If the bullock carts
men are not paid with the present
rates, ~~the Contractor may be allowed slightly~~ the question of allowing slightly higher rates to the contractor may be examined when necessary.
~~higher rates, if need be. They direct, therefore~~ the Govt: direct-

that the system of transport by bullock carts may continue
for the present

31.5.43

31/5/43

To the Dist

NOTES

Des. Dept

Sub: Industries - Sericulture - Govt. Silk Filature factory at Kollegal - Fuel supply - Purchase of lorries for transport - Proposals.

C No. 10589/43. Ref: From the DISe, No. 1092/D/43 d 15-5-43.
pp 1-2 Cf
p 2 Cf. Issued as T.N. dated 22-5-43 to the DISe
pp 3-5 Cf. From the DISe, No. 1092/D/43 d 25-5-43.

To Addl. C.S.

Cf. p 3-5 Cf. Please see the letters from the DIS in the Cf. suggesting the purchase of two motor
para 2, p 2 Cf. lorries for the Govt. Silk Filature factory at Kollegal

2. It is proposed to utilise the lorries
M on p 2 Cf. for hiring out to the fuel contractors, and for the
transport of Cocoons from distant villages. The
proposal is however mainly to ensure a
A on p 2 Cf. continuous and steady supply of fuel to the farms
In this connection, reference is invited to
(D) the orders issued in G.O. No 459 Dev'd 31.3.43
pp 5-6 regarding the proposals of the DISe for
pp 1-2 of (D) the supply of fuel to the Govt. Silk Filature
factory at Kollegal. The intention then was to arrange
for the supply of the fuel through a reliable
X on p 1 of (D) Contractor and an expenditure not exceeding
CCP's Note at p 3 of (D) Rs 36000/- per annum was sanctioned. Thereupon this
on 1, p 5 (D) included an expenditure of Rs 1425/- per
R on p 6 (D) mensem on cost of transport at Rs 4/12
Rs 1425/- per month per ton per ton. The rate appeared to the Contractor appears to be fairly
liberal with reference to the monthly
p 5 Cf. recurring expenditure on lorries estimated by

the DIGE and any Contractor should be able to own or hire a lorry for the purpose, if difficulty should be experienced in bullock cart transport. Being an essential purpose, it will be possible for the Contractor to secure petrol coupons for the Contractor if he owns or hires and a lorry himself. The DIGE has not examined this aspect of the question but has proposed that two lorries at a cost of Rs 15000/- be purchased at Port cost and that the cost be debited to the Capital expenditure on the factory.

3. The following remarks are called for on the proposals:

(i) The main purpose in purchasing the lorries being the easier transport of fuel required for working the factory, the expenditure will not legitimately arise under 'Capital expenditure'. This item will have to be debited to the Govt of India, if it is treated as Capital expenditure, it is doubtful whether India will agree to such a course. It is for orders whether their concurrence will not be considered necessary before the proposal is accepted.

(ii) As indicated by the DIGE, it is not easy to purchase lorries now except under special rules. The need for purchase under these special rules will not arise if the Contractor engaged for the supply of fuel owns or hires out a lorry himself and arrangements are made, which will be easier,

* No mention made by the DIGE

(D) in para 4.

at Port cost

(X) para 2, pp 5-6

(I) 3(iii) at A on p 1

(C) 8.0326 3.10212

B on p 3 of

to secure the requisite petrol for his lorry.

(iii) the necessity for maintaining a staff for the lorry or lorries and the difficulty in keeping them up (particularly in an out of the way place like Kalimpong) may also be avoided if it is left to the Contractor to make his own arrangements for transport of fuel for the factory by lorries.

In the circumstances stated above, it is for orders:-

(a) whether the purchase of two lorries at Port East will be approved;

(b) if so, whether the Port of India will be addressed to treat the cost as lorries, as an equipment, and debit it against capital expenditure and

(c) whether the recurring expenditure indicated at M and S of will also be agreed to, or

(d) whether the D.I.G. will be asked to state whether the Contractor engaged with reference to G.O. No 454 Dev d 31.3.43 cannot own or hire a lorry himself from out of the transport charges allowed to him.

The case may be sent to Fin. Dept for remarks if (a) above is approved in this dept.

M/ 5.543 ORP 28543 To save delay I spoke to the Director over the phone. He says that at present about 13 tons of firewood has to be brought daily from a distance of 10 to 12 miles to the Factories and that a fleet of 30 carts has to be maintained by the Contractor

for the purpose. The contractor is finding it difficult to get so many carts and he has entered into a contract to supply firewood only for a period of three months. Unless lorries are given to him he is likely to find it impossible to continue the contract. If lorries are purchased by the Govt, they can be given on suitable hire to the contractor and can also be used for carrying cocoons for cocoon markets which are likely to be at a distance of 10 to 15 miles from the Filatures. The Director says that he is not able to give full financial details of the proposal at this stage but he is sure that the lorries could be so used by the General Manager of the Filature that they ~~maintaining of the lorries~~ would not be a loss to the Govt.

The contractor is not able to supply firewood by using carts at this time. His refusal to make a long contract may not be due to the alleged impossibility of securing carts but may be due to his desire to secure better rates for supplying firewood at the end of three months, because the price of firewood is likely to rise from month to month. Using carts is inconvenient but carts are available now & should be available in future also.

The Director proposes to get 2 lorries to carry about 13 tons of firewood daily & some

cocoons. Each lorry will have to cover 60 to 80 miles a day over rough forest roads. Consumption of tyres & petrol would be very considerable.

For orders whether the present system of transport may continue or whether the new system proposed will be considered

29/5/43. Ad. S.

Lorries may be more convenient; but this is not the time to change over to lorries, if we can help it. The wear on tyres would be considerable if the lorries are employed every day to transport fuel from the forests. The system of transport by bullock bandies may continue. Bandies which are available now will not disappear three months hence. If the cart-men are not satisfied with the present rates, they may be given slightly higher rates. ~~as an inducement to cart fuel from the forests.~~

29/5/43

31/5/43

To Addl Secy

A draft memo to the DFSc is submitted for approval. After issue, the papers may be ~~attached~~ with P.O No 459 Dated 31.5.43.

31/5/43

31/5/43.